

THE VICTORIA DAILY STANDARD.

SURANCE
ANY
D LIFE.
L, Liverpool.

0 Millions
2,000,000!
ITED
HAREHOLDERS

T & CO.,
Street,
TISH COLUMBIA.

SALE

Business

URRARD INLET.

ED HAVING COM-
notices line, is desirous of
taining the above
to be carrying on the genera-
MACHINE is arranged

A. MCLELLAN,
Grinnell.

ITISH COLUMBIA.

ICE.

Order in Council dated

of June, 1873, of the
Council of Canada, it
is Esquimalt, in Van-
couver, as the terminus of
the Railway, and that is
located between the
City and Seymour Nar-
rows, and whereas in
order to facilitate the
construction of the
Railway, it has been made to the
Lieutenant-Governor of
a reservation and for
the Dominion Govern-
ment to the 11th Paras
of the Agreement of
Land Twenty Miles in
the Coast of Vancouver
near Narrows and the
distance of the
and furtherance of the
said Railway,

is deemed advisable
the Lieutenant-Governor
to any conveyances
thereof. Public notice
that from and after
Twenty Miles in
the Coast of Vancouver
near Narrows and the
is hereby Reserved.

N. ASH,
Provincial Secretary.

SECRETARY'S OFFICE,
21st 1873.

in view of framing a
new Immigration to the
Province, that the Gov-
ernment of the United
States in the Province
of Canada, in the
of retaining themselves
and relatives, &c., of
it may be hereafter made
the Province in this
in the Province who
but relatives or friends
may wish to bring out
are requested to send
to the Provincial Secre-
tary, giving full details
of their age, sex, and
the amount of their
and the amount of their
individual application
for granted Immigration
to obtain requisite
and
N. ASH,
Provincial Secretary.

MOHUN
ENGINEER
EYOR.

between Fort and Broughton
streets.

Strong.

TRACTOR, DUST
ESSPOOLS,

first notice, regular days
Thursdays, and Sat-
all kinds of job work in his
in Trounce Alley will be
next door to Victoria

1000 ft.

AYNARD
nic Artist,
near Douglas.

Materials.

H. COLUMBIA, AND
constantly on
sale

& Co.,

FOR
surance Co.,
POOL,

Wharf, 2nd

printed and published
Co., at their office
of British Columbia

VOLUME 7.

THE DAILY STANDARD.
PUBLISHED BY
T. H. LONG & CO.

TERMS.

WEEKLY STANDARD.
PUBLISHED EVERY TUESDAY MORNING.

TERMS.

AGENTS.

L. P. FRAZER,
New Bedford Merchant
Agent, Boston, New York
J. N. HUDSON,
Civillian Agent,
A. HARRIS,
Montreal Merchant
Agent, Montreal
F. D. LEVY,
General Clerk,
Bernard's Express,
A. BARLOW,
Agent, New Westminster
F. ALGER,
Agent, Victoria
G. STEPHENS,
Agent, Corral Hill, London

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The Daily Standard.

Monday, September 18th, 1873.

The Gordon Kidnapping Case

Our Provincial Cousins of Manitoba have been enjoying another great sensation of late, occasioned by the attempt of a band of roughs from the State of Minnesota to seize and forcibly carry across the border the person of Gordon Gordon, better known as "Lord Gordon" in defiance of the laws of that Province, and "against the peace of our sovereign Lady the Queen, her Crown and dignity." We describe this as "another" sensation, for the reason that Manitoba, as yet only three years old, has been the theatre of several very startling sensations. First, the Manitobans got up a small rebellion on their own account, refusing to acknowledge the jurisdiction of the Dominion Government, and setting up an independent republic of their own, with M. Louis Riel as President. This gentleman conducted affairs with a pretty high hand for a short time, and when the Hon. W. Macdonald entered the Province as the first Lieutenant-Governor and representative of Dominion authority he was compelled to beat a hasty retreat across the border to save himself from falling into the clutches of the redoubtable President Riel, who had proclaimed himself the sovereign ruler of the Northwest Territories, and was backed up in so doing by an armed force of French half-breeds. This *coude* on the part of Louis Riel and his companions caused considerable excitement throughout the Dominion, and undoubtedly led to Manitoba obtaining a much more liberal Provincial organization than it was intended they should possess probably for many years to come. The second sensation, which was but a natural sequence of the first, was the arrest, trial, and summary execution of the unfortunate man, Scott, whose love of British connection and loyalty to his Queen cost him his life. Probably no event that has ever transpired in the Dominion gave rise to a more widespread feeling of bitter mortification and resentment than that cruel exercise of usurped authority. Curses loud and deep resounded throughout the length and breadth of the land upon the murderers of poor Scott, and the whole power of the Dominion was invoked to procure their arrest and punishment, but from that day to the present no serious effort has been put forth to call them to account therefor, and it is now more than probable there never will be. Following closely on the Scott murder was the attempted invasion of Manitoba by Fenian ruffians, with a view to annexing that territory to the United States. Of course, this caused another sensation, but, like all previous attempts of the kind, is ended in a glorious skirmish on the part of the invaders back to Uncle Sam's territory. The next and latest sensation is that which has arisen out of the attempted abduction of Lord Gordon Gordon. So far as this individual himself is concerned it would be of very little consequence indeed to the people of Manitoba whether he had been successfully kidnapped or not. He is a gentleman of very doubtful reputation to say the least, and the chances are that his uninvited visit to Manitoba, will cost the people of that province more than his whole soul and body are worth. But being a British subject and having sought an asylum within the jurisdiction of that Province, he had a right to claim the protection of its authorities, and an attempt having been made to violate the laws of that country by a forcible abduction of his person by parties armed with pretended authority from the United States, the constituted authorities of the Province have nobly vindicated the sacredness of British soil from foreign aggression under any pretence whatever; and having seized those who undertook to violate the laws of British hospitality held them to answer, therefore before the Supreme Court of the Province, our American Cousins have got their backs up amazingly, and threaten all manner of evil to the Manitobans for having manifested a determination to teach foreign interlopers the lesson that they shall not be permitted to insult the British flag nor trespass upon British soil with impunity. They may play that game in Mexico with impunity cannot be tolerated in any part of the world over which the union jack flies as an emblem of British power and authority. The Minnesotans are boiling over with indignation because some of the citizens of that State have got themselves into difficulty by their attempt to kidnap the illustrious Gordon Gordon, and threaten all manner of evil to their British neighbours if they dare to enforce the laws of that Province against those persons who for certain monetary considerations incurred the risk of acting in defiance of the law and were caught in the act. The following extract from the St. Paul Pioneer give us a sample of the high-falutin style of composition in which our neighbors indulge when the committee for trial of those gentlemen who have got themselves into difficulty on account of Mr. Gordon Gordon. No doubt our readers will smile at the impotent rage of our St. Paul contemporary. It says: "While four well-known citizens of Minnesota are immured in dungeons by the Manitoba authorities—two of them for an attempt to capture a notorious swindler, on papers supposed to be legal, and the others for venturing into that region on business with money in their possession, which they refused to pay over as blackmail to courts and prosecuting officers, it will for our people to give early consideration to the mode and means of a stern redress. It may be true, as is alleged, that the respectable population of that province represent the crime committed by it in corrupt and venal author-

ties, and wash the hands of this innocent blood; but how can we strike any without striking all? If the Fenians shall decide to move on the colony in force, it is certain that our people will have no occasion to put obstacles in the way, as they can hit the offenders direct and with discrimination—punishing only those who deserve it. If a more general plan is deemed preferable, its extent and scope should be well matured. It is time that the voice of humanity was made to feel the weight of American vengeance." At present, since the decent population the old Selkirk settlement have been submerged by a wave from Europe, the territory is little more than a fastness for brigands. The Russian element owns and controls the courts. Law and civilization are laughed at. The beggar is set on horseback and is having his ride. All that was great and noble has been forced to abdicate to ignorance and vice. We therefore counsel our people to wisdom and prudence. The measure of retribution should be adopted to reach the offending class, and administer a catastrophe it will have occasion to remember. As far as possible the innocent should be spared. But there should be no delay in preparation. It should be swift, silent, and terrible. The hope that these helpless prisoners, or any of them, are convicted in a mock court, by a prejudiced jury, and a corrupt judge, and sentenced to prison, should see Manitoba wrapped in flames. It may be a harsh remedy, but it will be a sure one. These vermin must be hunted down, or Manitoba stand disgraced before the entire Union. Let us then call the roll of justice and make sure work of it. The nest must either be smoked or burnt out, and room made for honorable men and a respectable neighbourhood."

New Advertisements.



PUBLIC NOTICE

NOTICE IS HEREBY GIVEN, that by an Order in Council, dated 5th September, 1873, it was determined that the price of unsurveyed and unoccupied lands in the Province of British Columbia, should be two dollars and fifty cents per acre, the right of all the precious and base metals or minerals being reserved to the Crown, provided that no person individually or as a member of a company, shall be entitled to purchase more than 640 acres.

ROBERT BEAVEN,
Chief Commissioner Lands and Works.
Lands and Works Department,
Victoria, 11th September, 1873.

PUBLIC NOTICE.

NOTICE IS HEREBY GIVEN, that by an Order in Council dated 3rd September, 1873, it was determined that in the event of a Preemptor, recording the following Despatches and enclosures from Her Majesty's Principal Secretary of State for the Colonies to His Excellency the Governor-General of Canada, and having been transmitted to His Honour for publication in this Province, —

ROBERT BEAVEN,
Chief Commissioner Lands and Works.
Victoria, September 18th, 1873.

PROVINCIAL SECRETARY'S OFFICE,
12th September, 1873.

THE Lieutenant-Governor directs the insertion of the following Despatches and enclosures from Her Majesty's Principal Secretary of State for the Colonies to His Excellency the Governor-General of Canada, and having been transmitted to His Honour for publication in this Province, —

CIRCULAR.
DOWNSIDE STREETS,
8th July, 1873.

Sir.—I have the honor to transmit to you for publication in the usual and most authentic manner in the Colonies under your Government, a copy of an Order of Her Majesty in Council of the 26th June, requiring particular applicants in causes pending before Her Majesty, or take effectual steps to set down their cases for hearing within a limited time from the Registration of the appeal in England, I have, etc.,
(Signed) KIMBERLEY.
The Officer administering
the Government of Canada.

AT the Court of Windsor, the 26th day of June, 1873.
PRESENT.

The Queen's Most Excellent Majesty in Council.

WHEREAS in many Appeals now pending before Her Majesty in Council no effectual steps have been taken by the parties or their agents to set down their cases for hearing, although more than twelve months have elapsed since the arrival and registration of the transcript of appeal in this country, and it is expedient to make further provision in that behalf, Her Majesty, by and with the advice of Her Privy Council, and upon a recommendation of the Lords of the Judicial Committee of the Privy Council, is pleased to order, and it is hereby ordered, that the said Appeals and Applications before Her Majesty in Council be referred to the appropriate Courts of Justice in this country, and that the same be heard within six months from the date of this Order, and in all other Appeals to Her Majesty in Council within a period not exceeding twelve months from the date of the arrival and registration of the transcript in this country.

And Her Majesty is further pleased to order, and it is hereby ordered, that she shall be the duty of the Registrar of the Privy Council to report to the Lords of the Judicial Committee the names of the parties and dates of the Decrees in Appeals in which no effectual steps have been taken to set down their cases for hearing, and the names of the Appellants and Applicants before Her Majesty in Council, and the Lords of the Judicial Committee of the Privy Council shall be at liberty to call upon the Appellant or his agent in each case to show cause why the said Appeal or Application should not be dismissed for non-prosecution, and if they shall so think fit to recommend to Her Majesty the dismissal of any such Appeal, or to give such directions therewith as the Justice of the case may require.

And Her Majesty is further pleased to order, that nothing in this Order shall prevent the dismissal of an Appeal or Application before Her Majesty in Council, and the same may be done by the 15th of June, 1883, in cases to which that Order is applicable.

Whereof the Governors of Her Majesty's Plantations and Dominions abroad and the Judges or Officers of Her Majesty's Courts of Justice from which an Appeal lies to Her Majesty in Council, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

(Signed) ARTHUR HELPS.

Clinton, B.C., 23rd August, 1873.

TERMS CASH.

pro. J. HARPER,
T. HARPER.

Clinton, B.C., 23rd August, 1873.

CARD.

I HEREBY NOTIFY THE PUBLIC that

Mr. C. Fettigill, formerly in my employ, is

now engaged for printing the streets with

water. He is at the present time engaged

in the city on behalf of Mr. King to obtain the patronage

of the public to support his business.

The lowest or say ten percent will be accepted.

J. WILSON,
Chairman.

Clinton, Sept. 10th, 1874.

JAMES KELLY.

Notice to Builders.

TEMBERS WILL BE RECEIVED until

the 20th of October for the erection of an Agricultural Hall at Comox.

The Society provide all lumber and other materials

necessary for the erection of the hall.

Any application may be sent to Mr. Harvey's

store, Nanaimo, up to the 17th Inst., and from that date

the paper of this paper.

The lowest or say ten percent will be accepted.

J. WILSON,
Chairman.

Clinton, Sept. 10th, 1874.

New Advertisements.

HENRY SHORT, GUN MAKER.

Has just received per Steam-
er Prince Alfred from LONDON:

A fine Assortment of
DOUBLE & SINGLE BAR'LED GUNS

ALSO

Central Fire Breech Loading
Guns.

GOVERNMENT STREET, near Pandosy St.
SOLD.

For Sale

A THOROUGH BREED SHORT HORN

Durham Bull, three years old, guaranteed gentle

in every respect. Took the prize at the Exhibition last

year. Can be seen at the office of Mr. Short, 101, Robert Head,

Methow, or on Exhibition Day at Victoria.

WILLIAM HUNT.

1869, 1862, 1855, 1831.

These are the oldest and finest Brandies imported.

TURNER, BEETON & TUNSTALL are also Sole Agents for Fawcett & Co's

Royal Crown Whiskey the oldest exported from Dublin.

Fawcett's Double Crown, and Genuine Amontillado Sherry in

Cask, a very superior article.

Agents for Lock Katrine, Islay and Coel Isle Whiskies.

Sole Agents for Rawling's Soda Water.

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Sole Agents for Rawling's Soda Water.

1869, 1862, 1855, 1831.

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Wharf Street.

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EXHIBITION

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25, 1873.

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Mr. J. H. Dunn

Secretary.

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New Advertisements

VICTORIA, 22nd August, 1873.
THE following Revised Rules and Orders for the Regulation of Pilots and Pilots, and revised By-Laws for the Regulation of Pilots in the Province of British Columbia (all previous Rules, Orders, and By-Laws being thereby repealed) having been made by the Pilot Board in pursuance of the Ordinance, 1867, and passed by the Lieutenant-Governor in Council, are hereby published, in conformity with the provisions of the said Ordinance.

T. L. STAHL SCHMIDT,
Acting Chairman, Pilot Board.

REVISED RULES AND ORDERS

FOR THE

REGULATION OF PILOTS & PILOTAGE

IN THE

PROVINCE OF BRITISH COLUMBIA,
Made in pursuance of "The Pilotage Ordinance,
1867," all previous Rules and Orders
being hereby repealed.

[22nd August, 1873.]

1. Vessels employed in the Provincial Coasting Trade, and having taken out a Coasting License, shall be exempt from Pilotage.

2. All foreign-going Vessels over six feet, draught shall pay Pilotage Fees in accordance with the Schedule annexed hereto.

Schedule of Rates of Pilotage chargeable for Vessels entering the unmentioned Ports, viz:

a. From Sea or Royal Bay.

To Esquimalt Harbour.....\$3 per foot.
To Victoria.....\$3 per foot, under 10 feet draught.
\$4 " 10 feet and over.

To Nanaimo or Departure Bay:-
\$3 per ft. for Vessels less than 10 ft. draught.
\$4 " 10 ft. and upwards.

To Burrard Inlet:-
\$3 per ft. for Vessels less than 10 ft. draught.
\$4 " 10 ft. and upwards.

To New Westminster:-Rate to be subject to agreement, but not to exceed for Sailing Vessels \$6 per foot, and for Steamers \$4 per foot.

b. The Pilot Grounds for the several Ports of the Province of British Columbia shall afford knowledge of the Coasting and Harbour Services for which they may be desirous of obtaining a license; to possess a correct knowledge of the method of finding a ship's position on the Chart; to have a general knowledge of the tides; and to furnish to the Board satisfactory evidence of their former services, good conduct, and sobriety.

c. No pilot shall add to, or in any way alter, his license, or make or alter any endorsement thereon, nor shall he be privy to any such license, or endorsement being altered.

d. Every Pilot who shall observe any alteration in any of the Sands or Channels, or that any of the Buoys or Beacons in any of the Harbours of the Province are driven away or broken down, or out of place, shall forthwith deliver or send a correct statement thereof in writing to the Pilot Board.

e. No Pilot shall exact from any Master of a Vessel more than is entitled to by virtue of the Rules, Regulations, Orders, or By-Laws passed by the Pilot Board; neither shall any Pilot offer his services for less than the specified rates, under pain of being guilty of a misdemeanor.

f. VICTORIA AND ESQUIMALT.—Outside of a line drawn from Trial Island, Race Rocks Light, bearing N. E., and S. W. by E. (magnetic).

BURRARD INLET.—A line from Passage Island to Point Grey, bearing of the latter being S.E. (magnetic).

Fraser River.—Outside Light-Lhip.

NANAIMO AND DEPARTURE BAY.—Outside a line drawn from Entrance Island to a point off Vancouver Island, one mile W. of the West End, bearing W. (magnetic), and to the southern entrance by Dodd's Narrows, a line drawn from the mark on Gabriola Island to Sharpe Point, bearing S. W. by W. (magnetic).

Other Ports.—To be defined from time to time by the Pilot Board, as occasion may arise.

g. Any Vessel having discharged a portion of her cargo at any port, and paid full Pilotage fees that Harbour shall, on proceeding thence to Victoria for the purpose of discharging the remainder of her cargo, only pay additional Pilotage at the rate of \$1 50 per foot, if proceeding under or with the assistance of steam; and the same rule shall apply to vessels proceeding from Nanaimo to Departure Bay, or vice versa, whether with or without the assistance of steam.

h. In the event of a Pilot failing in the charge of a Vessel required for the Pilot Ground of Victoria or Esquimalt Harbours, or of Royal Bay, or that of Nanaimo Harbour, Burrard Inlet, or the Sand-heads of Fraser River, or vice versa, he shall receive additional pay at the rate of \$3 per foot for Vessels under sail, and at rate of \$10 per day for Steamers or Sailing Vessels in tow of a Steamer while at sea. Twenty-four hours to be counted as a day; any fraction of a day to be counted as a whole day. All Vessels under steam, or in tow of a steamer, to be one-fourth less of the above rates.

i. Any fraction of a foot, not exceeding six inches, shall be paid for as half a foot; and any fraction of a foot exceeding six inches shall be paid for as a foot.

j. Every Master of any Ship who shall employ as a Pilot any unlicensed person, or any licensed person acting out of the limits for which he is qualified or beyond the extent of his qualifications, or any Pilot licensed shall have offered to take charge of such Ship, shall forfeit for every such offence double the amount of the sum which would have been legally demandable for the Pilotage.

k. Any person may legally, and without being subject to any penalty, assume control in charge of any Ship as a Pilot, so long as a Pilot duly licensed shall not have offered to take the charge, or act in his stead, or as such Ship shall be in distress, or under circumstances which shall have rendered him unable to avail himself of the best assistance.

l. Any Licensed Pilot, within the limits of his license and the extent of his qualification, may supersede, in the charge of any Ship, any person not licensed, or acting beyond the extent of his qualification; and every person continuing in the charge of any Ship without being a Licensed Pilot, or without being licensed with the exception of which the Ship shall be beyond the extent of his qualification, after any Pilot licensed and qualified shall have offered to take charge of such Ship, shall forfeit any sum not exceeding two hundred and fifty dollars, or less than one hundred dollars.

m. If any person suspended or adjudged to have forfeited his license shall, during the time of suspension or after such adjudication, take upon himself to command any ship, a Pilot licensed shall be liable to all such penalties in like manner as are provided against any person who shall Pilot any Ship without having been licensed. (vide Paragraph 5).

n. All sums due for the Pilotage of any Ship trading to and from any Port in the Province of British Columbia, shall be recovered in a summary manner before any Admiralty Magistrate, or two Justices of the Peace, from the Owner, or Master, or from his factors, or agents who shall have paid or made themselves liable to pay the said charge for the said Ship, in the Port of her arrival, as to pilotage inwards, and in the Port from whence she shall clear out as to pilotage outwards, which sum may be levied in the like manner, according to the amount, as any penalty of the like amount may be levied under "The Pilotage Ordinance, 1867."

o. Any Vessel, not otherwise exempted by these Rules and Orders, or the Schedule hereto, shall pay half rates of full Pilotage inwards to the first duly qualified Pilot who shall have any such Vessel outside the Pilot ground, or exhibits the Pilot flag at a distance not greater than one mile from such Vessel in the event of his service not being accepted.

p. The choice of outward Pilot to be left to the Captain; but in the event of the said taking the Pilot onwards, then the half-rate may be paid to the first duly qualified Pilot that shall offer his services.

q. No Vessel shall be rendered amenable to half pilotage rates for the Straits navigation by declining the services of a qualified Pilot.

11. All Vessels requiring the services of a Pilot shall give the signal at the fore; and when outward bound not less than two hours prior to departure.

12. The Pilot Flag shall be the same as established by law in all countries under British jurisdiction, viz: horizontal white and red, (size at discretion of Pilot Board).

13. Any Vessel driven either by stress of weather or other cause to anchor or seek shelter in any of the Bays or Roads of the Province shall not be liable to Pilotage.

14. In all cases where a Vessel shall be in tow of another Vessel the Pilot on board the Vessel towed shall have the command and direction of both Vessels so long as the Steamer shall be fast to the other Vessel, notwithstanding a Pilot may be on board the Steamer.

15. Pilots taken to sea on board any Vessel at their will, shall be entitled to claim from the Master or Owner, in addition to the sum of five dollars (\$5) per diem for each day of their service, at the Port from which they were taken, and in addition to the above, their expenses back to said Port.

16. No Steam Vessels plying regularly once a week, or oftener, between Victoria and any of the various Ports on Puget Sound, or in the Straits of Fuca, shall be charged with Pilotage, or half Pilotage, unless the Master of such Vessel shall actually take a Pilot on board on any such trips, or otherwise actually engage the services of a Pilot.

REvised BY-LAWS
FOR THE
REGULATION OF PILOTS

IN THE

PROVINCE OF BRITISH COLUMBIA,
Made in pursuance of "The Pilotage Ordinance,
1867," all previous Rules and Orders
being hereby repealed.

[22nd August, 1873.]

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2. All foreign-going Vessels over six feet, draught shall pay Pilotage Fees in accordance with the Schedule annexed hereto.

Schedule of Rates of Pilotage chargeable for Vessels entering the unmentioned Ports, viz:

a. From Sea or Royal Bay.

To Royal Bay (optional).....\$3 per foot.

(Vessels coming to anchor in Royal Roads shall be exempt from Pilotage when they employ a Pilot for Burrard Inlet, Nanaimo, or any other loading or discharging Port in the Province).

To Esquimalt Harbour.....\$3 per foot.

To Victoria.....\$3 per foot, under 10 feet draught.

\$4 " 10 feet and over.

To Nanaimo or Departure Bay:-

\$3 per ft. for Vessels less than 10 ft. draught.

\$4 " 10 ft. and upwards.

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c. No pilot shall add to, or in any way alter, his license, or make or alter any endorsement thereon, nor shall he be privy to any such license, or endorsement being altered.

d. Every Pilot who shall observe any alteration in any of the Sands or Channels, or that any of the Buoys or Beacons in any of the Harbours of the Province are driven away or broken down, or out of place, shall forthwith deliver or send a correct statement thereof in writing to the Pilot Board.

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j. Every Master of any Ship who shall employ as a Pilot any unlicensed person, or any licensed person acting out of the limits for which he is qualified or beyond the extent of his qualification, after any Pilot licensed shall have offered to take charge of such Ship, shall forfeit for every such offence double the amount of the sum which would have been legally demandable for the Pilotage.

k. Any person may legally, and without being subject to any penalty, assume control in charge of any Ship as a Pilot, so long as a Pilot duly licensed shall not have offered to take the charge, or act in his stead, or as such Ship shall be beyond the extent of his qualification.

l. Any Licensed Pilot, within the limits of his license and the extent of his qualification, may supersede, in the charge of any Ship, any person not licensed, or acting beyond the extent of his qualification; and every person continuing in the charge of any Ship without being a Licensed Pilot, or without being licensed shall have offered to take charge of such Ship, shall forfeit any sum not exceeding two hundred and fifty dollars, or less than one hundred dollars.

m. If any person suspended or adjudged to have forfeited his license shall, during the time of suspension or after such adjudication, take upon himself to command any ship, a Pilot licensed shall be liable to all such penalties in like manner as are provided against any person who shall Pilot any Ship without having been licensed. (vide Paragraph 5).

n. All sums due for the Pilotage of any Ship trading to and from any Port in the Province of British Columbia, shall be recovered in a summary manner before any Admiralty Magistrate, or two Justices of the Peace, from the Owner, or Master, or from his factors, or agents who shall have paid or made themselves liable to pay the said charge for the said Ship, in the Port of her arrival, as to pilotage inwards, and in the Port from whence she shall clear out as to pilotage outwards, which sum may be levied in the like manner, according to the amount, as any penalty of the like amount may be levied under "The Pilotage Ordinance, 1867."

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p. The choice of outward Pilot to be left to the Captain; but in the event of the said taking the Pilot onwards, then the half-rate may be paid to the first duly qualified Pilot that shall offer his services.

q. No Vessel shall be rendered amenable to half pilotage rates for the Straits navigation by declining the services of a qualified Pilot.

IMPORTANT AUCTION SALE OF 37,000 Acres OF GOVERNMENT LANDS.

SUITABLE FOR FARMING PURPOSES.

J. P. DAVIES & CO.

Have received instructions from the

Hon. Robert Beaven,

Chief Commissioner of Lands & Works

TO SELL BY

PUBLIC AUCTION.

By Order of the Provincial Government
at

VICTORIA, B. C.,

On Tuesday, 30 Sept, 1873,

AT 12 O'CLOCK, NOON

On an Extended Credit.

The Undermentioned Sections in

NEW WESTMINSTER
DISTRICT.

BLOCK. RANGE. SECTION. ACRES.

do	do	do	12
do	do	do	14
do	do	do	15
do	do	do	16
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